

Mexico to the sea-port of Vera Cruz, with a branch from the latter to Jalapa, a distance of 70 miles. In December, 1873, he became Assistant Manager, and in September, 1875, was promoted to the post of Manager, to the Mexican Railway Company. Mr. Jackson performed the duties of that office for ten years, when he resigned in order to accept the appointment of General Manager to the Mexican Central Railway, in September, 1885. This was an important post, for he was responsible for the administration and working of nearly 1,900 miles of railway, of which 1,224 miles were main line.

In December, 1894, Mr. Jackson transferred his services to the Interoceanic Railway of Mexico (Acapulco to Vera Cruz) as General Manager. This was apparently a less onerous position, as there were only some 530 miles in operation, but disaster seemed to follow this step. Although he surrounded himself with tried subordinates, unforeseen difficulties arose and unpreventable accidents on the line added to his distress. The sudden death of his wife was a shock from which he could not recover, although he threw himself into work with closer attention than ever. For some years he had suffered from liver complaint, but his death, which took place suddenly on the 2nd of September, 1895, was attributed to heart disease. Mr. Jackson's services were greatly appreciated in Mexico, where his strong personality evoked admiration and esteem. He was elected an Associate Member on the 7th of December, 1880.

EDWARD WORRELL JARVIS was born at Charlottetown, Prince Edward's Island, Canada, on the 26th January, 1846. On the death of his father, who was Chief Justice of the Island, he came to England to be educated. After serving a pupilage of three years to Mr. W. M. Brydone, he returned to Canada in 1868, when he was employed on the Intercolonial Railway in Nova Scotia and New Brunswick. From 1871 to 1873 he carried out surveys, some across the Rocky Mountains, for the Canadian Pacific Railway. In the autumn of 1874 he was selected to make a preliminary exploration of the Smoky River Pass of the Rocky Mountains. A full account of this exploration, which was of a dangerous character, will be found in the official Report on Surveys, Canadian Pacific Railway, 1877.¹

¹ This Report is in the Library of the Institution.

On his return to Winnipeg in 1875 Mr. Jarvis entered into business as a lumber merchant. In 1880-83 he built the Louise and Broadway bridges over the Red River and the Main Street bridge over the Assiniboine River in the City of Winnipeg. He was in command of the Winnipeg Field Battery of the Canadian artillery, served with it in the Riel rebellion of 1885 and was mentioned in despatches. He then received an appointment as Superintendent in the North-West Mounted Police, which he held until his death at Calgary, Alberta, on the 26th November, 1894.

JOSEPH GODBER KNIGHTON, born on the 14th June, 1851, was the son of Mr. William Knighton, of Staveley. After serving articles to the late Mr. Charles Markham,¹ he was appointed in 1873 Assistant Manager, under that gentleman, of the foundries, blast furnaces, and engineering department of the Staveley Coal and Iron Company. In 1887 he became Foundry Manager, which position he held until his death at Barrow Hill, near Chesterfield, on the 5th of August, 1895. Mr. Knighton's charge of these important works, which he held first under Mr. Markham, and subsequently under Mr. George Bond, the recently deceased General Manager, was fulfilled with energy and zeal, and in him the workmen of the district have lost a good friend. For twenty years he served as a lieutenant in the local Volunteer corps. He was also a Freemason and an able musician, playing the violin with great skill. Mr. Knighton was elected an Associate Member on the 7th April, 1891.

JAMES HENRY CORNWALL LANGDON, born at St. Heliers, Jersey, on the 5th February, 1853, was articled in 1868 to Mr. A. B. Campion, Borough Surveyor of Neath, Glamorganshire, whom he assisted in the design and construction of the drainage of that town. He then served for seven years on the engineering staff of the Midland Railway, as an assistant in the southern division. In 1877 Mr. Langdon proceeded to South Australia, and in March of the following year was appointed City Surveyor and Engineer of Adelaide, which post he held until his death. He designed and erected a weir over the River Torrens, turning the dry bed of the river into a permanent lake two miles long; designed

¹ Minutes of Proceedings Inst. C.E., vol. xcv. p. 377.